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NEW WATER TRANSPORT SERVICES AND EQUIPMENT IN USSR;  
1953 WATER TRANSPORT RESULTS

ADMINISTRATION SET UP FOR LOWER DANUBE RIVER -- Moscow, Vodnyy Transport,  
10 Dec 53

On 5 December, the governments of the USSR and the Rumanian People's  
Republic signed an agreement in Bucharest to form a special river administra-  
tion for the lower Danube River. This agreement was signed in conformity with  
Article 20 of the 1948 Convention on Navigation on the Danube.

The intent of the agreement is to incorporate the new river administra-  
tion into government structures already established by the USSR and Rumania  
for regulating navigation, improving navigational conditions, and carrying  
out hydrotechnic work on the Danube from the mouth of the Sulina Canal to the  
city of Brailov.

AGRICULTURE CALLS FOR EXPANSION OF WATER TRANSPORT SERVICES -- Moscow, Vodnyy  
Transport, 10 Dec 53

The agricultural enterprises in Ryazanskaya Oblast are calling for an  
increase in produce shipments by water transport. In many areas, agricultural  
products are shipped by truck and railroad when water transport lies much  
nearer the kolkhozes and sovkhoses and could be used much more economically.

The Mayak Sovkhoz is only 5 kilometers from the nearest river wharf, but  
it is 96 kilometers from the nearest railroad station. The Krasnyi Partizan  
Sovkhoz lies 15 kilometers from the river and 55 kilometers from the railroad.  
Yet these and many others must rely to a large extent on railroad transport.

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Many other sovkhozes ship produce by truck as well as railroad. The Statskiy Sovkhoz lies near the Tsna River, but it is presently using dozens of trucks to carry produce 80 kilometers along poor roads to the railroad station at Mal'tsevo.

Mineral fertilizers are currently brought from plants by railroad and distributed to sovkhozes by truck. Not a single ton is delivered by water!

In the 1954 navigation season, Ryazanskaya Oblast is planning to ship 23,000 tons of freight on the Oka River, including potatoes and vegetables to Moscow and consumer goods to kolkhozes and sovkhozes. This is twice the freight shipped on the river in 1953. The steamship line must prepare itself for the task.

FLEET PLANS TO MEET NEEDS OF AGRICULTURE -- Moscow, Vodnyy Transport, 19 Jan 54

[The following is an article by Ye. Tchannikov, chief of Glavtsentrolot (Main Administration of the Central Basins Fleet).]

In order to satisfy the needs of agriculture, industry, and commerce, Glavtsentrolot plans a considerable expansion of its facilities for the 1954 navigation season.

A passenger line will be opened between Kuybyshev and Saratov with daily departures of two ships.

The number of ships operating on the Kazan'-Tikhiye Gory and the Molotov-Yelovo lines will be increased so that daily sailings will be possible.

The terminal points of the Sherbakov-Yaroslavl' line will be shortened and ships will be dispatched twice daily.

Passenger service on the Vetluga River will be improved. Three ships will be placed on the Koz'modem'yansk - Varnavino section of the river instead of two ships as in 1953.

The Saratov-Nizhnyaya Bannovka passenger line will be extended as far as the Ilovatka wharf.

In order to increase freight shipment, the Moscow-Gor'kiy, Moscow-Molotov, and Moscow-Stalingrad lines will begin operations at the start of the navigation season rather than 1 June as in past years.

On smaller rivers, powerless craft with tugs will operate during the spring.

A freight line between Gor'kiy and Molotov will be used to transport cargo from Gor'kiy and Kazan' to points along the lower Kama River.

NEW VESSELS BUILT IN USSR -- Moscow, Vodnyy Transport, 30 Jan 54

A new roadstead diesel tug is now being mass produced at one of the shipyards operated by the Ministry of Maritime and River Fleet.

The new ship type, designated as the RBT, is 14 meters long with a 3.6-meter beam. It is powered by two 150-horsepower engines and has a top speed of 9.5 miles per hour.

It has been proved that this new tug can operate well under ice conditions. The RBT-24 sailed from Kuybyshev to Moscow in January through heavy ice. At

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Kamskoye Ust'ye, the ship encountered ice 20 centimeters thick and successfully cut through it. In addition, the ship proved its seaworthiness by sailing through a storm on the Moscow Reservoir during which winds of 32-38 miles per hour were met.

Moscow, Ogonek, No 52, 27 Dec 53

The new passenger ship M/V Leningradets has been launched by the Neva Ship Repair and Shipbuilding Yard in Leningrad. The ship will connect the city stations with Kirov Island and the Stadium imeni S. M. Kirov.

The Leningradets has accommodations for 110 passengers and is radio equipped.

Ships of the Leningradets class are produced on assembly lines, and an entire series will be available by spring.

Moscow, Vodnyy Transport, 15 Dec 53

The Moscow Yard of Glavmorrechprom (Main Administration of Maritime and River Shipbuilding) has built the MT-111, an experimental diesel vessel for milk shipment.

In the first model built, however, the milk-pumping system is cumbersome. There are no cutoff switches for starting and stopping the electric pumps, numerous engine devices are lacking, and the milk tanks are not refrigerated.

The cabins for the crew are small and hardly livable. They are heated by the cooling water from the auxiliary engines, although it would have been more efficient and economical to connect the heating system to the steam boilers.

WIDER USE OF CONTAINERS URGED -- Moscow, Vodnyy Transport, 12 Dec 53

The 1954 water-transport plan calls for 400,000 tons of freight to be shipped in containers. By 1956, the shipment of freight in containers is to rise to 2 million tons.

Moscow, Vodnyy Transport, 23 Jan 54

Containers play an important part in the transport of consumer goods because they insure good condition of cargo on arrival and they facilitate loading and unloading operations. The acceptance of containers in the water-transport fleet is, however, very slow.

In 1951, 38,000 tons of freight were shipped in containers, but in 1953 this total was reduced by 2,400 tons. During the 1953 navigation season, the Dnepr Steamship Line used only 250 containers, and the Moscow-Oka Steamship Line used only 42. The situation was the same in other steamship lines.

In many areas, goods are shipped by rail rather than by water because the latter requires more extensive packing and wrapping, while in many cases the railroad will accept unpacked freight such as motors. This difference should be eradicated if ships would use containers to ship these goods.

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River and maritime steamship lines have a tremendous potential clientele. The Moscow-Volga Canal, for example, carries freight for 235 kolkhozes. The Moscow-Oka Steamship Line serves 160 kolkhozes and sovkhoses and 76 manufacturing establishments. The wharf at Kolomna is used by ten kolkhozes, and the wharf at Kasimov is used by nine manufacturers. This potential can only be fully exploited, however, if cargoes are efficiently handled by the use of containers.

Containers must be manufactured first. It was intended that they should be built by manufacturing enterprises of the river fleet, but only 200 were built instead of 1,200 as planned. Even these are not fully used, often lying in port for long periods of time.

1953 WATER TRANSPORT RESULTS -- Ashkhabad, Turkmenkaya Iskra, 3 Dec 53

From 1 January to November 1953, the second section of the Krasnovodsk Seaport unloaded 114 ships. Sixty-three ships were unloaded by rapid methods. In October alone, this section unloaded 610 rail cars.

In 10 months of 1953, the second section handled more than 174,000 tons of such cargo as vegetables, fruit, tea, agricultural machinery, and manufactured goods.

Moscow, Vodnyy Transport, 28 Jan 54

Water transport in Tomskaya Oblast carried 65 percent more freight in 1953 than in 1950.

Twelve ships transported about 400,000 tons of freight, using the pushing method of barge propulsion, and a fourth of all timber carried aboard ship.

For the West Siberian Steamship Line as a whole, however, about 50 percent of the ships failed to fulfill their plans.

Moscow, Vodnyy Transport, 26 Jan 54

The Northern River Steamship Line fulfilled the 1953 tonnage plan by 100.1 percent and the ton-kilometer plan by 100.3 percent. The cost of transport was reduced by 1.8 percent.

The Far Eastern Steamship Company fulfilled the 1953 tonnage plan by 100.9 percent and the ton-mile plan by 102.8 percent. The company carried 31 percent more freight on regular lines in 1953 than in 1952.

Of all vessels operating in the company, only two thirds fulfilled the transport plan. Of the three ports operated by the steamship company, only the port of Nakhodka failed to fulfill its plan.

Moscow, Pravda, 17 Feb 54

During 1953, the Volga Freight Steamship Line opened eight new lines for the transport of consumer goods, including the Moscow-Stalingrad, Gor'kiy-Molotov, Kineshma-Moscow, and Astrakhan'-Molotov lines.

At present, 44 diesel vessels and 22 barges are being refitted to carry vegetables, fruit, meat, and other produce.

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ADMINISTRATIVE PERSONNEL -- Moscow, Vodnyy Transport, 30 Jan 54

A. V. Timofeyev, chief of the Far Eastern Steamship Company, died on 27 January 1954.

Kibal'nik is now chief of the Belaya Steamship Line.

Tikhiyenko is the present director of the Kiev Yard in which 326 engines are repaired.

Moscow, Vodnyy Transport, 28 Jan 54

Solov'yev and Lozinskiy are serving as deputy chiefs of Glavtsentrotflot.

Safarov is currently chief of the Sakhalin Steamship Company.

SHIPPING ACTIVITIES IN SOVIET ARCTIC -- Moscow, Vodnyy Transport, 26 Jan 54

The port of Tiksi on the Laptev Sea is open only 3-3 1/2 months a year, but much is accomplished during this time. In 1953, the port fulfilled its transport plan by 102.5 percent.

During the summer, a regional maritime administration was organized at Tiksi, and living quarters, clubs, theaters, and schools are now being built and organized for the seamen.

During the past month and a half, hundreds of tons of freight have been delivered to Gremikha [Kola Peninsula] by water. This cargo is destined for kolkhozes in the area.

In the first part of January, the cargo-passenger ship S/S Yastreb delivered considerable quantities of consumer goods to the village of Kanevka [Kola Peninsula].

An increasing amount of maritime cargo is being handled at the mouth of the Iokan'ga River.

WINTER REPAIR WORK CONTINUES -- Moscow, Vodnyy Transport, 15 Dec 53

Nine freight diesel vessels of the Bol'shaya Volga class will be repaired during the winter in the Kuybyshev Shipyard.

Ashkhabad, Turkmenskaya Iskra, 3 Dec 53

The Chardzhou Ship Repair Yard is handling winter repairs for the Central Asian Steamship Line. The M/V Ostrovskiy and M/V Dostoyevskiy are already berthed at the yard, which is located on the shores of the Amu-Dar'ya River. The S/S Pamyat' Il'icha, S/S Tadzhik, S/S Karl Marks, and several dry-cargo and petroleum barges are presently entering repair berths.

Capital repairs are also being carried out at the yard. On 30 November, the S/S Stakhanovets was launched after extensive overhauling. The barges Tashauz and Karas' are being tested and prepared for launching after repairs. All these ships are to return to service by 1 January 1954.

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LAKE OMEGA NAVIGATIONAL AIDS IMPROVED -- Petrozavodsk, Leninskoye Znanya,  
5 Dec 53

Considerable work has been done on navigational aids around Lake Onega during 1953.

The beacon ranges of the Mikhaylovets, Brusno, and other lighthouses have been considerably increased by the installation of optical lenses.

A new F-500 acetylene lamp has been installed in the Suhkoy Nos light-house on Lake Onega, increasing its range to 10-11 miles.

Ninety electric signal lights were established along the Vodla River and on the Kizhi rocks [Kizhi: 62-04 N, 35-15 E]. Numerous existing lights have been fitted with automatic clock mechanisms. For the 1954 navigation season, over 500 signal installations are being prepared.

VESSEL LOCATIONS AND TRAFFIC -- Moscow, Vodnyy Transport, 30 Jan 54

The heavy tanker Leningrad has completed her maiden voyage, sailing from the Baltic Sea to the Black Sea.

Moscow, Vodnyy Transport, 28 Jan 54

The tug S/S Belozersk has delivered a floating crane to Tallin.

Riga, Sovetskaya Latviya, 22 Nov 53

The icebreaker Sibiryakov is in Riga at present. The Akademik Pavlov has returned to Riga after a voyage to Turkey, Egypt, Greece, and Italy.

Moscow, Vodnyy Transport, 19 Jan 54

The S/S Vtoraya Pyatiletka is sailing through the Mediterranean at present. The M/V Volga-Don is under way in the tropics heading for Antarctica and the whaling flotilla Slava.

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